6 Volt Positive Ground(Earth) Module Test

#1 Remove coil wire from distributor cap and hold coil wire 1/4" away from a head bolt. Crank engine over with ignition switch on. You should see multiple sparks as the engine turns over. If there is no spark make sure the rotor is turning. If it is turning, turn off the ignition switch and move on to test two.

#2 Check voltage on the solid black wire that runs from the ignition switch to the distributor. You can drop the dash to get to the terminal on the back of the switch. Turn the ignition switch on and crank the engine over while checking the voltage at the ignition switch the Black wire that goes to the distributor. It should not drop below 4.6 volts. If it does the module will not work. If the voltage is low, check the ignition switch on the other post of the ignition switch. If the voltage varies by more than 0.5 volts from one post to the other, the ignition switch is bad. If not, check the grounding of the engine to the battery. If this is ok charge or replace the battery. If the engine still will not start go to test number three.

Option #3 Test Method While in the Car.

#3 Remove the Black wire with the White tracers from the minus post of the coil. Use a 6\12 Volt test light to test the module. Ground the alligator clip to a head bolt or other good ground. Remove the Black wire with White tracer from the coil, insert the pointed end of the tester in the ring terminal. Turn on the ignition key, crank the engine over. The test light should flicker, bright, dim, bright, dim as the engine turns over. If the test light does this the module is ok. If the light stays on or does not come on at all the module is defective and should be replaced.

Note:
As a general rule when a module fails it is all at once and will not restart, it does not cause a miss 99.5 percent of the time.

A defective coil will cause the engine to miss, usually the warmer the coil and engine get the miss gets worse. When it cools down the miss will possibly go away then as it warms up it will come back and finally quit all together.

Defective Coil wires will cause a constant miss at all temperatures as a general rule.

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